

[illegible]

TABLE II -- D.C. to GREENBELT

	<u>11/1</u>	<u>11/2</u>	<u>11/3</u>	<u>11/4</u>	<u>11/5</u>	<u>11/6</u>	<u>11/7</u>	<u>11/8</u>	<u>11/9</u>	<u>11/10</u>	<u>Totals</u>
5:30 a.m.	3										3
9:00 a.m.					1						1
11:00 a.m.					1	N			N		1
noon	1					O			O		1
1:00 p.m.					2		1				3
2:00 p.m.						D		1	D		1
2:30 p.m.					1	A			A		1
3:30 p.m.	1					T			T		1
4:00 p.m.	2	3	2		1	A			A		8
5:30 p.m.								1			1
6:00 p.m.	1										1
6:30 p.m.		1						1			2
											<u>24</u>

As can readily be seen, the ridership is sporadic and spread out over each weekday. Hence, many of these riders could not be served by a carrier operating only during commuter rush hours.

Correspondence was received from Mrs. Deanne P. Lange of Greenbelt. As pertinent, Mrs. Lange suggested that the traffic analysis conducted by ABC may have missed some riders who, believing there would be no bus service, had made alternate travel arrangements. Mrs. Lange also emphasizes the need for flexible service at "... a rate competitive with Metro." */ The Honorable Gil Weidenfeld, Mayor of Greenbelt, also wrote expressing similar concerns.

ABC has advised the staff of the Commission that it is willing to continue service to Greenbelt commuters. The company had earlier expressed some reservations because of the possibility that extra stops at Greenbelt might inconvenience passengers travelling to or from Baltimore - Washington International Airport. As a result of the traffic analysis done by ABC, the company has been able to determine that there would be minimal adverse impact on airport travellers.

In addition, ABC has informed the staff that it believes some riders hold the view that a round-trip ticket must be used in one day. Such is not the case. A round-trip ticket entitles the bearer to two rides for a total charge of \$6.00. Moreover, ABC has proposed instituting a 10-ride pass at the cost of \$30.00. This pass, issuance of which shall be approved below, will entitle the bearer to 10 rides

*/ Metro provides service between Greenbelt and Washington, D.C. by operating buses (Routes R-11, R-12, R-15 and T-16) which connect with the subway at New Carrollton or Deanwood. A one-way trip on Metro during rush hour costs \$2.70.

in any direction or combination of directions. Thus, it will provide the lower cost of the round-trip fare combined with the convenience of the non-directional ten-ride-ticket format.

Based on the evidence now before us, the Commission finds that the public convenience and necessity requires continuation of the service being provided by ABC between Greenbelt and the District of Columbia. We further find that expedited action is required to preserve service for the public and to assure the public that reasonable, adequate and continuous service will remain available at just and reasonable prices. The Commission commends ABC for its willingness to assist the public and for its cooperative response to this problem. To permit continued service to the public in a responsive manner, ABC is invited to submit an application pursuant to Title II, Article XII, Section 4(b) of the Compact for a certificate of public convenience and necessity.

The Commission, however, does not intend to wait for an application from ABC (or any other interested carrier). As stated above, the public interest mandates a prompt and definitive resolution of this situation. Accordingly, the Commission shall hold a public hearing in Greenbelt to make a record on which such a resolution can be based. Notice of the hearing (by copy of this order) will be given to all riders for whom the Commission has names and addresses. In addition, the staff shall cause notice to be published in the local newspapers of general circulation in Greenbelt, namely the Prince George's Sentinel and the Greenbelt News Review. The Commission reserves full jurisdiction to take such further action as may be warranted by the evidence adduced at that hearing, including, but not limited to, the processing of an application for a certificate of public convenience and necessity on an expedited basis and without further hearings. All persons having an interest in this matter are, therefore, advised to attend the public hearing scheduled below.

THEREFORE, IT IS ORDERED:

1. That Airline Baggage Carriers, Inc., is hereby directed, pursuant to Title II, Article XII, Section 4(e) of the Compact, to transport passengers, in special operations, between the State Aviation Administration bus terminal near Southway and Greenbelt Road, Greenbelt, Md., and the Capital Hilton Hotel, 16th and K Streets, N.W., Washington, D.C., from December 1, 1984, through January 31, 1985, unless otherwise ordered by the Commission.
2. That such service shall be provided, upon demand therefor, on all schedules operated by Airline Baggage Carriers, Inc., between Baltimore-Washington International Airport and the District of Columbia.
3. That effective December 1, 1984, Airline Baggage Carriers, Inc., shall charge the following fares:

Each one-way ticket \$4.50

Each round-trip tickets (return trip need not
be based on same day) \$6.00

Each 10-trip ticket (good for 10 rides in any
direction) \$30.00

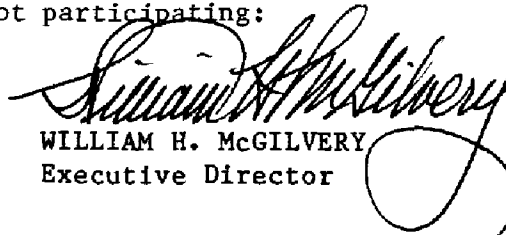
4. That a public hearing on this matter is hereby scheduled to commence on Tuesday, December 18, 1984, at 7:30 p.m. in the Greenbelt City Hall, 25 Crescent Road, Greenbelt, Md. 20770, for the purpose of taking all testimony relevant to the provision of the service directed herein on other than an interim basis.

5. That the staff of the Commission shall cause notice of said hearing to be published in the Prince George's Sentinel and the Greenbelt News Review at least seven days prior to the date of the hearing.

6. That any person desiring to be heard at said hearing shall notify the Commission by telephone (331-1671) no later than 3:00 p.m. on Monday, December 17, 1984.

7. That the Commission retains full jurisdiction over this matter and shall enter such further orders as may be appropriate.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS WORTHY, SCHIFTER AND SHANNON; Shannon, Commissioner, not participating:


WILLIAM H. MCGILVERY
Executive Director